

NOTES ON WILD
LIFE IN HONGKONG
AND SOUTHERN CHINA.
By THE REV. G. A.
RUNDY, M.A.
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No. 16,224.

號八月五年五十五百九千壹英

HONGKONG, SATURDAY, MAY 8, 1915.

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THE "CHINA MAIL"

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$8 per annum; per quarter and per month "pro rata".

The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifty cents per month.

Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$1 per annum extra. Single copies twenty cents each.

Alterations and additions to Advertisements on Pages 2, 3, 4, and 7 should be sent to the Office, No. 4, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 4, 5 and 8 should be sent as not later than 1 p.m.

New Advertisements should be sent in before 2 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: "Mail" Hongkong. Code: A.B.C. 5th Edition.

Telephone No. 22.

THE CHINA MAIL, LIMITED.

A FATAL RING.

It is to be hoped that German officers with bad consciences will get to learn of the letter published by the "Katholik", with date, but without address, or name, written a Paris correspondent. It is from a great lady, whose chateau was in invaded territory, and in German occupation. Here it is: "Sir—The Germans pillaged my chateau, and I learn, through my steward, who managed to escape to Paris, that they stole among other things, from my husband, an ancient ring left by me in July last in answer of my secretary. This ring is very beautiful. I suppose it has tempted the finger of some officer of high rank. Nay! I hope it has. Nothing would be simpler for me, in order to spare the loss of human life, than to sign this letter and give the name of the pillaged chateau. I shall not do so. My desire is that the thief shall wear this jewel—for the ring has one little peculiarity—it is a poisoned ring. The warmth of the finger awakens the sleeping poison. This is not the time to narrate the story of this terrible ring, which has played a part in history. Since it is to know that whoever wears it dies within two weeks. It is valuable and splendid enough to be the gift of a courtier general to his German Emperor. With all my heart, as a French woman, I hope that the gift has been made. (Signed) Comtesse de—"

A young Chinaman, writing of the causes of the war in a Shanghai journal, explains how England entered the struggle as follows:—Germany wrote a letter to France, "You don't get ready, or I will fight you in nine hours." Germany to fight them pro-Belgium. Belgium says, "I am not a fool." And Belgium wrote a letter to England, "So England help Belgium."

The Man Who Gets There

Is the man who has blood—rich red, red blood and plenty of it—in his body.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND.

makes blood—lots of it—life giving, brain nourishing, strength replenishing blood.

OF ALL CHEMISTS

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BUSINESS NOTICES.

STEAM LAUNCH FOR SALE
Bolinder and Kelvin Motors
W. S. BAILEY & Co., Ltd.
ENGINEERS AND SHIPBUILDERS.

CANTON INSURANCE OFFICE LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY FOURTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the Under- signed on MONDAY the 10th May, 1915, at 11.30 a.m.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th instant to the 10th May, both days inclusive.

JARDINE, MATHESON & Co., Ltd. General Agents.

Hongkong, April 20, 1915. 364

THE HONGKONG ELECTRIC CO. LTD.

NOTICE IS HEREBY GIVEN THAT THE TWENTY-NINTH ORDINARY GENERAL MEETING OF THE SHAREHOLDERS will be held at the Company's Office, St. George's Buildings on SATURDAY the 22nd MAY, 1915 at 12 o'clock noon for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th FEBRUARY, 1915, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th MAY to the 22nd MAY both days inclusive.

By Order of the Board of Directors.

GIBB, LIVINGSTON & Co. Agents.

Hongkong, May 4, 1915. 404

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF THE OCEAN MARINE INSURANCE COMPANY, LTD., and

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1913, £23,622,185.

(—) Authorized Capital £8,000,000

Subscribed Capital £4,500,000

Paid up Capital £2,437,500

II—Reserve Funds—£3,893,114

III—Life & Annuity Funds—£1,198,160

Sinking Fund Account—£8,513

Revenue Fire Branch—£2,567,158

Life and Annuity Branches—£1,973,269

Revenue Marine Department—£282,692

Other Receipts—£430,193

£5,533,312

The Accumulated Funds of the various Branches are separately invested, and, by Act of Parliament, are not liable to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO. Agents.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 10 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 8.10 p.m. Every 10 minutes.

8.10 p.m. to 9.00 p.m. Every 10 minutes.

9.00 p.m. to 11.00 p.m. Every 10 minutes.

11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.

7.45 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.30 a.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

SIEN TING.

Surgeon, Dentist

No. 14, D'ARQUER STREET.

TERMS VERY MODERATE.

Consultation.

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KINGSCLEERE HOTEL,
HONGKONG.

UNRIVALED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour.

Numerous quiet Suites with unusually fitted Bathrooms, Telephones and Electric Fans.

Telephone No. 1123.

Cable Address: "Kingscleere".

Hongkong, September 12, 1905. 1908

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Central Location.

A. L. ELECTRIC TRAM FAN BRIDGE.

Electric Lifts, Fans and Lighting.

European Baths and Sanitary Fittings.

Hot and Cold Water Systems throughout.

Best of Food and Service.

Telephone 378.

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FRANK L. COOPER, Manager.

CHEN KWONG & Co., Ltd.

GENERAL IMPORT & EXPORT.

CANTON

LARGE WHOLESALE & RETAIL STORE.

FURNITURE, Draperies, Groceries, Boots and Shoes.

Makers of Jewellery, Lacquerware, Crochery Ware.

Ironmongery, Wine and Spirits.

Foreign Clothes for gentlemen made to order by our own tailor.

Large assortment of Chinese Silks and Foreign Goods of every description.

All goods sold at reasonable prices.

The Cheapest and Best place in Canton & Hongkong to buy Chinese and Foreign Goods.

SUP PAT POO STREET.

Tel. No. 1406. CANTON and

No. 237, 239, Des Voeux Road

and No. 120, Connaught Road Central.

Tel. No. 811. Hongkong.

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and

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HANKOW.

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IRON STEEL MIXTAL AND HARD WARE MERCHANTS.

Wholesale and Retail Ironmongery, Pig Iron and Foundry Casts, Ironworks, General Storekeepers and Shipchandlers.

No. 35 and 37, HING LOO STREET, (2nd Street, west of Central Market), Telephone No. 515.

Hongkong, September 4, 1912.

THE ALEXANDRA CAFE cannot be better than equalled. For Bread Cakes, Confectionery, Meals with Wines & Liquors.

Telephone 197.

Telegraphic Address: "COMFORT."

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SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE.

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Estimates given for quick construction and repairs of Ships, Engines, Boilers, Railway Rolling Stock, bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 73' x 83' x 34' 6"

Pumps empty Dock in 2 3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for fitting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

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PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

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Either light or substantial

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Light Hours From Manila, Baguio or Auto

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AND

GRILL ROOM

J. H. TAGGART, MANAGER.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms, Roof Garden.

Terms: From 85 per day Max.

Telegraph Add: "PEACOCK".

P. U. PEUSTER, Manager.

GRAND HOTEL.

FIRST CLASS AND UP-TO-DATE HOTEL, most central location within the vicinity of all the principal hotels.

Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Cuisine under European Supervision. A First Class string Orchestra renders selections from 5.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for Shipping-particulars only.

For further particulars apply—

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Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

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GENERAL MANAGERS.

A PREVENTIVE OF MALARIA MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

Price 50 cts. \$1.00 and \$2.50 Per Bottle.

Prepared only by

THE VICTORIA DISPENSARY.

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Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND 3" to 15" CIRCUMFERENCE.	CABLE LAID 5" to 15" CIRCUMFERENCE.	4 STRAND 3" to 10" CIRCUMFERENCE.
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Oil Drilling Cables of any size up to 3,000 feet in length.

Pricing, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

"MUMEYA."

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH APPARATUS AND MATERIALS WHICH CAN FINISH IN AN HOUR.

PRICE 2.00 per 8 pcs. for Post Card.

No. 8, Queen's Road Central.

TELE. No. 254.

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(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 4521.

Shipyards, Sham Shui Po, Kowloon, Hongkong. Telephone No. 89.

Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.

ROURNVILLE COCOA



The Cocoa with the most delicious flavour.

Made by Cadbury's from the finest Cocoa

Hongkong, Feb. 17, 1907.

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WATCHMAKERS & JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,
SILVER CUPS, TEA SETS, CIGARETTE CASES,
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AGENTS FOR
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WING KEE & CO.,

No. 47 and 49, CONNAUGHT ROAD CENTRAL
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c. OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL
FRANCISCO TSE YAT, General Manager.
Hongkong, March 10, 1915. TEL. 141.

THE KAILAN MINING
ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS BUNKERS AND
HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Coke for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSE

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FIRECLAY,
STOCKS ALWAYS ON HAND.

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THE CHINA MAIL, LTD

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Invitation Cards, Menus, Dance and Entertainment
Programmes, Circulars, Pamphlets, Books, Prospect-
uses, Wine Lists, Etc., Etc. Etc.

Obtain quotations from

THE CHINA MAIL OFFICE.
5 Wyndham Street

European Supervision Moderate Price

A Natural
Remedy

Time was when disease was thought to be due
to the direct influence of evil spirits, and exorcism
and magic were invoked to cast it out.

Science has taught wisdom. The evil
spirits exist still. We call them "Disease
Germs," and they also must be cast out. Once
lodged in the stomach or intestines, fever with
its hallucinations, or biliousness with its aches
and pains, is the result.

ENO'S
FRUIT SALT

is the approved remedy for driving out disease
germs. Its action is quick and thorough. It
clears the intestines, rouses the torpid liver to new
life, stimulates the mucous membrane to a healthy
action, and cleanses and invigorates the whole
digestive tract.

It may be safely taken at any time by young
or old.

It is very effective in the early stage of Diarrhoea
by removing the irritating cause.
Be prepared for emergencies by always keeping
a bottle in the house.

Prepared only by

J. O. ENO, Ltd., "FRUIT SALT" WORKS, LONDON, ENGLAND.
SOLD BY CHEMISTS AND STORES EVERYWHERE

INTIMATIONS



MITSUBISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA
SIMA, OCHI, MUTABE, YO-
SHINOTANI, KISHIDAKE, HOJO,
KANADA, NAMAKUTA, SAYO,
SHINKEI and KAMİYAMADA
Collieries.

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COALS.

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TEL. ADDRESSES for above: "IWASAKI"
Codon: AI, ABUS 5th ED, Western Union.

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Co.

MANILA: Messrs Macdonald &
Co.

SINGAPORE: Messrs Borneo Co.
Ltd.

GLASGOW: Messrs A. R. Brown,
McFarlane & Co., Ltd.

For particulars, apply to

K. KATO,

Manager,

No. 2, PRINCE STREET,
HONGKONG.

UNIVERSITY OF HONGKONG.

MATRICULATION, SENIOR AND
JUNIOR LOCAL EXAMINATIONS.

NOTICE IS HEREBY GIVEN that
the MATRICULATION, SENIOR
AND JUNIOR LOCAL EXAMINATIONS
will be held on the following
dates:—

First Term: 17th, 1915.

Arrangements will be made to hold the
Examinations at any town where a sufficient
number of candidates offer themselves.
Candidates must send in their names to the
Registrar, with the fee, not later than
June 1st, 1915.

Examination Fee \$10.00 (Hongkong
Currency).
Forms of Entry and all particulars may
be obtained on application to the
REGISTRAR, UNIVERSITY, HONG-
KONG.

Two King Edward VII Scholarships of
£40 a year each, for two years, will be
awarded on the results of the MATRI-
CULATION Examination.

These Scholarships are tenable by British
subjects only who must be under the age
of 21 on the 1st July. A Candidate who
wishes to compete must, on or before the
first day of the Examinations, deliver to
the Registrar proof that he is a British
subject.

One Scholarship will be tenable in the
Faculty of Arts, the other in any Faculty.
Hongkong, May 5, 1915.

Business Connection in all
Countries.INTERNATIONAL COMMERCIAL
INTELLIGENCE BUREAU.

AMSTERDAM, BRUSSELS,
DANMARK, 21, BO. DE JARDIN
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PLACE, E.C.

HAMBURG: HAIN GERTH.

ZURICH: KASPAR ESCHER
HAUS.

VIENNA: Manager: J. BENDLER.

This Bureau aims to further international
business connections and put itself
FREE OF CHARGE at the
disposal of respectable firms, and furnish:

a. Agents in any country.

b. Addresses of Exporters, Importers,
Manufacturers, Agents, etc. in
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d. Offers in any article desired.

The Bureau does not accept
any Commission for Connections
accomplished by its
Medium.

Each firm desirous of utilizing the medium
of this Bureau is asked to state
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The Bureau is enabled to GRANT ITS
SERVICES FREE OF CHARGE because some
thousand firms are subscribers and sup-
port the Bureau through an annual fee.
All correspondence to be addressed to:
J. BENDLER, Director I.C.I.B.,
Damrak 90, Amsterdam.

Hongkong, March 5, 1915.

THE NEW FRENCH REMEDY.

THE RAPID CURE. No. 1
THE RAPID CURE. No. 2
THE RAPID CURE. No. 3

THE RAPID CURE. No. 4
THE RAPID CURE. No. 5
THE RAPID CURE. No. 6

THE RAPID CURE. No. 7
THE RAPID CURE. No. 8
THE RAPID CURE. No. 9



E. RAY

THE OPEN GOLF
CHAMPION, writes:

IN LOWER PADDOCK ROAD,
KINNEY, WAIPARA, N.Z.
July 24th, 1912.

Messrs. F. & J. Smith.

Dear Sirs,
I might say that I have
been a regular smoker of your
Glasgow Mixture for the
last twelve years, and I might
also say that I cannot find
any tobacco to suit me like it. In my opinion if Golf Players would
smoke your famous Glasgow Mixture they would find it very soothing
to the Nerves, as I am sure I do when having to play strenuous Golf
matches such as the Open Championship, etc. Yours truly, E. RAY.

SMITH'S
GLASGOW
MIXTURE

SOLD EVERYWHERE

4,000,000 GERMANS IN
THE FIELD.

LOSSES 250,000 A MONTH.

A FRENCH CALCULATION.

The French staff in its official review of
the war, based through Reuters Agency,
deals with the situation of the German
Army and gives astonishing figures as to
the numbers Germany placed in the field.

The military effort of Germany at the
outset of the campaign, it states, exceed-
ed all anticipations. Her design was to crush
the French Army in a few weeks under a
tremendous mass of troops. The number
of German army corps in peace is 25. When
war began the German General Staff put
into the field as fighting troops 60 army
corps (i.e., over 2,500,000 men) as each
corps is about 40,000 strong, and in
addition formations of the Landsturm
(third-line troops) to guard communications
and territory.

In October seven new army corps made
their appearance. In January 1915 the
number of fighting formations was 69 army
corps, including 25 active corps.

The German aim was to make a simulta-
neous mobilisation of all her forces and
with a mass of troops to crush first of all
the adversary who appeared most immedi-
ately dangerous. This effort, broken for
the first time on the Marne, attained its
maximum in the Battle of Flanders (the
Battle of Ypres), in which more than 50
army corps were pitted against the French,
British, and Belgian Armies.

The Battle of Flanders, instead of being
a success for Germany, was a marked defeat.
From that moment Germany lost the
initiative.

THE GERMAN LOSSES.
The German losses on the two fronts
are shown by official documents and cap-
tured papers to have been 1,800,000 by
the middle of January. This figure does
not include the sick or the losses in the
land battle in Poland. But taking it, and
allowing that 500,000 of the 1,800,000 have
been able to rejoin after being cured of
their wounds, the final loss is 1,300,000,
or 250,000 men a month. These figures
agree exactly with the evidence of the losses
in various units.

The official reports on German recruiting
state the entire resources of Germany in
men at 9,000,000, but of these 500,000 are
employed on the railways and on other
duties where they cannot be spared, leav-
ing 8,500,000 available. They are thus
accounted for:

At the two fronts: 4,000,000
Losses: 1,300,000
Men over 39 of little military
value: 800,000
Infirmities: 400,000
Available reinforcements: 2,000,000

The resources in men for immediately
available are at most 800,000 men in
April 500,000 more may be ready; and be-
tween April and December another 700,000
or 800,000 men may be available. As the
loss per month has been 250,000, according
to German documents, these resources
will not suffice to fill the gap of a war of
ten months. If Germany creates new
formations she cannot complete afresh her
old units.

WORK-OUT GERMAN GUNS.
As for the German losses in artillery, on
December 28 the 66th Regiment entrained
for Germany 22 guns of which 15 were used
up. On December 21 and 22, 77 heavy
artillery guns were sent to Cologne. Such
movements, which are not isolated facts,
show how badly the German artillery has
withstood the ordeal of campaign. For
some weeks peculiar markings have been
noted on the bands of a great number of
shells of the 77 mm (3 inches) or 8-inch
field gun. When these markings are
compared with those of shells fired three

months ago it is plain that the guns are
worn and that many of them require to be
replaced.

The German artillery has been obliged
to reduce its consumption of shells in a
notable degree.

READY TO ATTACK.

The important news that a military
commission, British, French, and Belgian,
is preparing to work the Belgian,
Luxemburg, and Alsace-Lorraine railways
is given in the review. It is added that
the French effort will shortly be directed
to an offensive the issue of which cannot be
doubtful. To 10,000 heavy lorries with
the aid of the French automobile industry
another 4,000 have been added for this
offensive.

The Germans can no longer oppose the
Allies with superior forces.

The French command has not engaged
in a general offensive as yet for three
decisive reasons:

1. It intends to make its effort only after
it has assembled all the means with abso-
lute certainty.

2. The example of the Germans at Ypres
has shown what may be the price of an
offensive insufficiently prepared.

3. The weather has been almost incessant-
ly bad.

WHAT GERMANY WANTS.

Part of Belgium and Power to Attack
England.

PARIS, March 25.
Continuing the series of interviews
with prominent Germans which it has
obtained through a neutral journalist
the "Echo de Paris" today publishes
an account of a conversation with Herr
Von Richthofen, the German diplomatist.

After remarking that Belgium had no
right to complain of her fate, whatever
form it had taken or might take, Herr
Von Richthofen proceeded: "It is against
our principal enemy that we are fight-
ing, the English."

"We have offered to make peace with
France and Russia. Once Russia is im-
mobilised—that is all we aim at, not at
penetrating into the heart of the Tsar's
Empire—we shall have at our disposal a
million men, whom we shall hurl against
France in the spring. We want to im-
pose peace upon Russia and France, but
we do not aspire to any territorial gains
on either side."

"We wish to conclude an honourable
peace with these Powers on the follow-
ing bases:

The cession to the German Empire
of German Flanders, and the return
to France of the Alsatian populations
of French race, numbering about
10,000. As regards Metz, we keep it.

On the Russian side we stipulated
for a return to the status quo ante
bellum (the position before the war).
Such a settlement would, among other
advantages for us, have that of per-
mitting us to attack England with
equal forces."

"From the military point of view the
continued) our action in the near future
will be directed against Serbia, which we
object of seizing the railway, which we
must have, even if it necessitates our
sending down there 100,000 men. We
must establish free communication be-
tween ourselves and Turkey, and to do
this we must have control of the Berlin-
Vienna-Belgrade-Sofia-Constantinople rail-
way."

DESIGNS ON EGYPT.

"This is the only way in which we
can prepare under favourable conditions
for the invasion of Egypt. The econo-
mic position of Germany will be con-
siderably improved when we hold a clear
road to Constantinople."

Herr Von Richthofen declared that
when the Serbians were driven back Bel-
grade would throw off her wretched attitude,
and thus Romania would be paralysed.

"As for Italy," Herr Von Richthofen
continued, "she will not move either,
for she will obtain advantages without
drawing the sword."

There are several Von Richthofens
mentioned in the German "Who's
Who," of whom two have been in the
diplomatic service. One was in
Mexico and Prussia, and the other
acted as secretary at various Embas-
sies and Legations, including those of
Petrograd and Washington.

COUGHING INTO
CONSUMPTION

"Only a Cough" but you stop
while it is ONLY a cough.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

The finest preparation made
for combating severe coughs.
CURES "dry" cough that is
only a cough. Very palatable.

OF ALL CHEMISTS

PRICES: \$1.25 and \$2.25

HIMRODS
Given Instant Relief
No matter what your respiratory
trouble may be—whether
**ASTHMA, INFLUENZA,
BRONCHITIS, OR
ORDINARY COUGH.**
You will find in this famous remedy
a restorative power that is simply
unusually fast.
FACILE FOR
ALL AGES
CURE FOR **ASTHMA**

COMMERCIAL.

Messrs. S. D. Selim and Co., Exporters
and Importers, in their fortnightly Re-
port dated Hongkong, May 6, state:—

Bengal Opium.—Owing to high rates
ruling in Shanghai the importers here have
adjusted the rate of \$10 000 per chest, and
no sales are reported in the market. Ship-
ment to Shanghai of about 10 chests of
Patna Old, clearances during the fortnight
of about 47 chests of Patna Old, 2 chests
of Benares New, and 9 chests of Benares
Old, in all about 58 chests. Unsold
stock: 40 chests of Patna New, 371 chests
of Patna Old, 39 chests of Benares New,
and 66 chests of Benares Old, in all about
455 chests. Sold but uncleared stock:—
50 chests of Patna New, 188 chests of
Patna Old, 78 chests of Benares New, and
75 chests of Benares Old, in all about 401
chests. Reported closing quotations (per
chest) are as under:—

Patna New \$10000 Benares New \$10000
Patna Old \$10000 Benares Old \$10000

Malwa Opium.—Sales are reported of
about 20 chests @ \$9300 to \$9400 (per picul).
Clearances are reported of about 144
chests. Unsold stock is about 532 chests.
Sold but uncleared stock is about 17 chests.
Closing quotations (per picul) are as
under:—

Malwa \$9300 to \$9400.

Cotton.—Sales are reported of about
300 packages @ \$28 to \$30 (per picul).
Unsold stock is estimated at about 2000
bales. Closing reported quotations @ \$28
to \$30 (per picul).

Indian Yarn.—The firm attitude in
India had some effect on market here,
and market ruled steady. Sales are re-
ported of about 6000 bales as under:—

bales	No. per bale
300 China	6s 6d
200 Assam	10s 0d
200 Calcutta	10s 0d
200 Crown	10s 0d
400 David	10s 0d
200 Gold Mohour	10s 0d
200 Indo-China	10s 0d
200 Pabany	10s 0d
200 Phoczin	10s 0d
100 Textile	10s 0d
200 Bombay Cotton	12s 0d
200 China	12s 0d
200 Calcutta	12s 0d
100 Cooria	12s 0d
100 Currumbay	12s 0d
250 Darn	12s 0d
250 Indo-China	12s 0d
150 Pabany	12s 0d
200 Sassoon	12s 0d
200 Narnajee	12s 0d
100 Saran	12s 0d
300 China	20s 0d
200 David	20s 0d
250 Gold Mohour	20s 0d
300 Indo-China	20s 0d
500 Moon	20s 0d
150 Narnajee	20s 0d
200 Phoczin	20s 0d

In all about 6000 bales comprising of 50
bales of No. 6-2550 bales of No. 10-1700
bales of No. 12s and 6000 bales of No. 20s.
Unsold and uncleared stock is estimated at
about 60,000 bales.

Japanese Yarn.—Sales are reported of
about 750 bales at \$110 to \$118 per bale.

Sundry Articles.—Market ruled steady.
In imports sales are reported of Bombay
cottons at \$1.50 cents (per picul), Kiamas
at \$2.25 (per picul), Apricots at \$2.00
(per picul), Borax at \$2.44 (per picul), Myr-
balls at \$3 to 4 (per picul), Gun
Olibanum at \$12 15 (per picul), Patchouli
at \$120 (per picul), Benzoin Stone at \$220
(per picul), and Carminal Stone at \$35 to
to 5 (per picul). In exports purchases are
reported of Galanzal at \$3 (per picul),
Green Beans at \$4 (per picul), Mungul at
\$14 (per picul), Zedary at \$18 (per picul),
Cardamom Seeds at \$35 (per picul), Fava
at \$15 to 24 (per 1000) and 1 reserves at \$5
to 7 (per case).

THE WAR BADGES PROPOSAL.

Arising out of a suggestion put forward
by Mr. Basil E. Peto, M.P., Chairman of
the Parliamentary Committee of the
Imperial Merchant Service Guild, which
has also formed the subject of repre-
sentations on the part of the Guild itself,
the following communication has now
been received from the Board of Trade:—

9th April, 1915.

With reference to the question ad-
dressed by Mr. Peto, M.P., in the House
of Commons on March 15th and your
letter of March 27th concerning the ques-
tion of the grant of "War Badges" to
captains, officers and men of British
merchant ships, I am directed by the
Board of Trade to state that they have
carefully considered the question, but
that they are of opinion that the sugges-
tion is scarcely practicable.

If the object of the badge were merely
to protect men doing work which is neces-
sary for the effective conduct of the war
from being asked to join the land or sea
forces, and if the badge were not to be
issued to anyone who could be spared to
join the colours it has no desired effect,
the question of granting or withholding a
badge in any particular case would be a
very difficult one.

To issue a badge to every British sub-
ject employed in the British Mercantile
Marine would involve the issue of an
enormous number of badges; and, more-
over, it would be impossible to prevent
a large number of them from getting into
the possession of persons not entitled to
them.

For these reasons the Board regret that
they are unable to support the proposal.
I am, Sir,
Your obedient servant,
(Signed) FRANK C. MOUNTAIN,
The Secretary,
Imperial Merchant Service Guild.

INTIMATIONS

WANTED.

PIANOFORTE WANTED for beginner.
Must be Cheap. State price, etc.,
to "MUSIC."
C/o "CHINA MAIL" Office.
Hongkong, May 7, 1915. 414

HONGKONG GENERAL CHAMBER
OF COMMERCE.

NOTICE.

A MEETING of FOREIGN IM-
PORTERS of Piece-goods will be
held at the Secretary's Office, Chamber of
Commerce, New Government Buildings,
on MONDAY, the 10th May, 1915, at
4 P.M.

By Order,
E. M. WILLIAMS,
Hongkong, May 7, 1915. 415

HONGKONG CLUB.



BY TELEGRAPH.

THE LANDING OF THE EXPEDITION BY FORCES.

A NEWSPAPER CORRESPONDENT'S VIVID DESCRIPTION.

LONDON, May 7, 12.30 p.m.
A correspondent in the Dardanelles, on the 26th ult., stated that as the first transports steamed towards Mudros Bay on Friday afternoon the general sympathy changed into enthusiasm. The crews of the warships cheered and the hands of the fleet played the troops and transports answering with deafening cheers. All recognised the difficulties and dangers, but were confident and delighted to begin work. The enthusiasm was renewed on Saturday afternoon when the transports issued from Mudros Bay with 500 Australians, a part of a covering force. They came aboard a battleship and the crew and troops assembled upon the quarter-deck at four in the afternoon, where they listened to the reading of Admiral Robeck's proclamation. This was followed by the service before battle. All bowed their heads at the Chaplain's prayer for victory. The squadron reached their rendezvous and at 1 o'clock on Sunday morning the soldiers were roused and served with their last hot meal.

The Australians lined the quarter deck to receive their last instructions. Beside them were the blue-jackets and marines composing the beach parties, a strange contrast. Youthful midshipmen were in command of the boats to take the giant Australians to the shore. The disembarkation began at 2 a.m. There was absolute silence and not a hitch. Most of the Australian Brigade were aboard destroyers, which were ordered close to the shore to land them immediately from the boats. Three battleships towed by pinnaces arrived. We steamed slowly shoreward and at 3 a.m. the boats were following the battleship like gliding snakes.

The battleships remained 2,500 yards from the shore. At 4.10 a.m. in the morning the engines were stopped and the guns manned. Searchlights were made ready and the small boats ordered to the shore. Twelve snakes of boats steamed slowly past the battleships; the gunwales were flush with the water, so crowded were they with khaki figures.

Every eye was fixed on the grim hills, shapeless yet menacing in the gloom! Not a sound was heard or a light seen and it appeared as if the enemy had been surprised. Suddenly at 4.50 an alarm light flashed for ten minutes and then disappeared. The dull outline of the boats could be seen almost on the beach just visible were seven destroyers with the remainder of the Brigade which had just left previously and glided shorewards. The first shots were heard at 4.55 a.m. when a sharp burst of rifle fire from the beach drowned the faint British chatter over the waters. The sound was comforting and inspiring after the intolerable suspense. The fire intensified until 5.28 a.m. when it died down. Meanwhile, behind us appeared the transports of the remainder of the Australian and New Zealand Division.

Subsequently, the pinnace returned with three wounded and told us that the boats were almost on the beach when the Turks, entrenched on the shore, opened fire with rifles and a Maxim which hit many of those buddled up in the boats. The Australians, not waiting for orders jumped into the water and waded ashore, rushing straight for the enemy's rifles with bayonets. It was all over in a minute. The Turks were bayoneted or fled and the Maxim was captured. The Australians were then confronted with an almost perpendicular cliff covered with scrubby and a terrible fire came from a trench half way up. The Colonials landed their magazines and prepared to scale the cliff, but they did not reply to the fire of the Turks when they ejected in less than half-an-hour.

Daylight showed us that a landing had been made further north of Gabatepe than had been intended. On the land formidable, forbidding and impenetrable ridges, valleys and sandpits covered with dense scrub, ideal for snipers, but making it impossible to organise an attack, as the officers were unable to see their own men lost in the scrub. They immediately advanced in open order, but at the same time offering support for individuality. The Colonials had very heavy casualties and suffered early in the day in the boats conveying the troops from the destroyers. The transports, the enemy's hidden sharpshooters concentrating their fire then on the moment a boat was beached. The troops landed at the double for cover at the foot of the Bluffs, but the crews in the boats had to return under a galling fire. This was all on the 25th ult. When the sun had fully risen we saw the Australians established at the top of a ridge, but it was difficult to follow the confused fighting on such broken ground.

The warships fired more than real effect as the positions on the enemy were unknown. Some Australians who had pushed inland were attacked by the Turkish snipers and had to retire with heavy casualties. The Turks counter-attacked all day, but the Australians did not yield a foot of the ground of the main ridge and reinforcements constantly rushed up from the beach. Four Turkish field guns were captured on the beach. The incessant, deadly shrapnel was not silenced till the afternoon. The snipers' attacks were more vigorous towards dusk and were supported by powerful artillery from inland, which the warships' guns were unable to silence. The Australian lines had to be counter-attacked. General Birdwood and his staff landed in the afternoon to secure the position for the night.

All the ammunition, water and supplies had to be carried up the pathless valleys and hills hundreds of feet high to the firing line, where a mass of troops were swept with incessant shrapnel. The problem of removing the wounded was the most serious. The correspondent says that he has never seen such wounded in war before as the Australians many of whom were shot to bits. In other instances their recovery was hopeless. They were cleared as they were put into the boats, lighters, and trawlers waiting to proceed to the ships.

ITALY AND THE WAR.

AUSTRO-GERMANS ABANDON HOPE.

LONDON, May 7.
Reuter's correspondent at Rome reports that the Austrian Ambassador yesterday sounded the Italian Government on the Note regarding Austria's final concession. Austro-German circles in Rome have abandoned all hope of a favourable result.

INDIAN STOCK.

LONDON, May 6, 7.35 p.m.
Indian issues are weaker, impending the East India Railway Loan. It is reported that three million 1/2 per cent. Guaranteed Debentures were sold at about 99.

DECISION REGARDING THE "KATWYK."

LONDON, May 7.
A telegram from Amsterdam states that the "Handelsblad" announces that an agreement has been reached at Berlin between Germany and Holland regarding the sinking of the "Katwyk."

BRITAIN'S GRATITUDE TO THE DOMINIONS AND INDIA.

LONDON, May 7.
At a meeting to be held in the Guildhall on the 19th inst., Mr. Asquith will move, and Mr. Bonar Law will second, a resolution from the British peoples of their abiding gratitude to the Dominions and India for their unparalleled services in the struggle for liberty and justice.

ATTACK ON BAGATELLE FAILS.

A Paris communiqué states:—The German attack on Bagatelle has completely failed.
Along the rest of the front and notably towards Ypres in the region of Vauquois there have been violent artillery duels.

FAMOUS RUGBY PLAYER KILLED.

LONDON, May 7, 12.00 p.m.
The famous rugby player Poulton Palmer has been killed in action.

BRITISH TROOPS' SPLENDID WORK.

LONDON, May 7, 4.5 a.m.
It is reported from Cairo, through Reuter's correspondent, that a wounded officer who left Saridhar on the 2nd inst., says that our positions are firmly established and that we easily repelled attacks.
German officers used whips and revolvers to drive on the Turkish hordes, but the latter always fled before the bayonet. He spoke with the greatest praise of the stretcher-bearers' wonderful work in carrying the wounded two or three miles over difficult and steep gullies and refusing to rest. He says that we effected a landing and obtained a firm footing so quickly that it speaks volumes for the tenacity and initiative of the soldiers. Everything depended on individual initiative; it was every man for himself when first landing.

BY TELEGRAPH.

MORE GERMAN BARBARITY.

POISON WELLS AS THEY RETREAT.

LONDON, May 6.
Reuter's Capetown correspondent telegraphs that General Sir Louis Botha has occupied important railways, including the junction of Karibib, and the stations of Johannesburg and Witwatersrand, and he expects to occupy Windhoek at an early date.

LATER.

An official statement says that when Swakopmund was occupied on the 14th of January it was discovered that the wells had been poisoned by bags of arsenical cattle dip. General Botha complained and threatened reprisals to the Commander of the German Forces, who replied that his troops received orders to render the water supplies unfit for man and beast. Sailing proving ineffective, recourse had to be had to cattle dip. He added that warning notices were posted that the wells had been so treated, but General Botha replied that no such notices were found. He declared his intention to hold the commanding officers responsible for these practices.

Since they evacuated Aus and Warmbad, the Germans have consistently poisoned the wells along the line of retreat. An intercepted letter from the captain of a German outpost confesses that some wells had been "thoroughly infected with disease."

The paper publishes severe comments on the German illicit practices and says it is incredible that a European nation can go to such inhuman lengths. They generally agree that protests are useless.

ON THE WESTERN FRONT.

VIOLENT FIGHTING ON HILL 60.

LONDON, May 7.
To-day's Paris communiqué says:—North of Ypres we easily repulsed a night attack from Steenstraete. The Germans made a most violent attack on Hill 60, using gas. They first became masters of the position, but the British counter-attacked and retook some of the lost trenches.

Our counter-attack at Ailly Wood delivered at the end of the day made slight progress. We retook another portion of the position where the Germans had a foothold in the morning.

At night the Germans counter-attacked a small hill east of Sillesker-waen, but the summit. The remainder of our gains in direction of Fecht were consolidated.

ON THE EASTERN FRONT.

RUSSIANS INFLECTING HEAVY LOSSES.

LONDON, May 7.
A Petrograd communiqué states:—The Russians repulsed a fierce German attack on the right bank of the Orda, inflicting heavy losses.
The Russians rushed a firm east of the Mlawa railway which they held despite six hours' counter-attacks. The Germans left a thousand dead.
The battle in the Carpathians continues furiously.
The Russians suffered losses from the enemy's heavy guns but Russian shrapnel and rifle fire punished the enemy severely.
The Russians routed the enemy from the Strig district.

DARDANELLES OPERATIONS.

THE PREMIER REVIEWS THE WORK DONE.

LONDON, May 7.
Mr. Asquith, reviewing the landing of the troops at the Dardanelles, explained that the landing on the Asiatic coast was essential in order to silence hostile batteries which had been interfering with the landing in Gallipoli Peninsula. By nightfall on the 25th April 23,000 troops had been disembarked. The leading troops, the 29th Division, were held up throughout the day westward of Seddelbahr, but at sunset a fine attack along the heights enabled them to capture a good position, which covered the landing.

Meanwhile the leading Australian Brigade, under General Birdwood, were towed at four o'clock in the morning to Gabatepe in complete silence. The enemy opened fire at point blank range, but the Australians rushed up the beach and attacked up the slope of Saribah Hill with the utmost dash. (Cheers.) The Frenchmen at Kankale advanced with great gallantry. The co-operation of the Naval forces everywhere was magnificent. He regretted that the casualties were very heavy, including General Napier.

Disembarkation continued on the 26th April. The enemy's continuous attacks were all repulsed with heavy losses. General Hunter-Weston's 29th Division, with great valour, carried positions at Seddelbahr, consisting of rocky ravines, ruined houses, and entanglements. (Cheers.) By the evening of the 27th April they had established themselves across the Peninsula, having advanced two miles. They were joined by the Frenchmen, who, having fulfilled their mission, recrossed from the Asiatic coast. The Australians and New Zealanders defeated every counter-attack, and steadily gained ground. (Cheers.) During the 28th and 29th April there was further disembarkation, and further progress was made.

On the 2nd inst. there was a further advance of the British and French, while the Australians and New Zealanders were reinforced by a Loyal Naval Division. The positions have everywhere been consolidated, and the troops are progressing under most satisfactory conditions. In this successful performance of one of the most difficult operations of the war, namely, the landing on an open beach in face of determined opposition, the troops displayed unsurpassed courage and skill. (Loud cheers.)

IMPORTANT TOWNS ON FIRE.

Heavy Fighting Continues.

LONDON, May 6.
A correspondent of the Associated Press of America telegraphed from Constantinople on the 4th inst. that he visited the Dardanelles on the night of the 1st inst. The town of Chanak was still burning after thirty hours. The whole place was a scene of desolation of fallen chimneys and crumbling walls. Mounds were already burnt. On the 3rd inst. Gallipoli was in flames. The destruction was wrought by indirect fire from the Gulf of Saros directed by aeroplanes.
The Allies resumed the attempt on the 25th April of landing at various points. Incessant heavy fighting continues. It is impossible for military reasons, the correspondent says, to give details.

THE WAR IN THE MUD.

Calcutta Volunteer's Letter.

(CALCUTTA, April 15.
Writing to a member of the 2nd Calcutta Volunteer Rifles, Captain G. Smith, who commanded the American outfit company of that regiment, and who on the outbreak of war secured a commission in the British Army says: You will see from the heading that I am still serving His Majesty. I could not keep away from it, and as soon as war broke out I applied to mobilise and was accepted, and here I am in France doing my little share towards the defence of the Empire I am with you as you see I am well up in line and I am glad to say the life seems to suit me. I am in splendid health and enjoy the open air life, but I do not like the cold. It snows and freezes and rains by turns; and as for the mud it is appalling. It is all over us, and most of us are getting regular mud-larks. The life out here is very different from soldiering in the 2nd C.V.R., and yet I find my previous knowledge comes in quite useful, and with the knowledge gained since mobilisation, I think I could manage your boys quite well now. We are within sight, and sound of the guns, and can see the shrapnel bursting overhead, and yesterday we saw a sharp between two companies. It was very interesting. The people of France are very hospitable, and give our soldiers all the assistance they can, and it is really amusing to see the fraternity between them. We have a fine regiment and all of them are as keen as mustard, and will, I am sure, give a good account of themselves. Everyone is happy and cheerful, and instead of looking as if they were out on serious business, they all seem to treat the whole affair as a huge picnic. You see men marching

into the firing line rising as if they were on a route march, and yet they are deathly to stick to it, when the bullets fly. We have a native brigade close to us, and I often have a chat with some of the men. They like to hear Hindustani spoken even if it is bad. We are all working under the double company system now, and I like it better than the old drill. Have you gone higher. I shall go, under doing my duty, and I hope, as a credit to the 2nd C.V.R. for I am still a member of your battalion. I don't know any more, have followed me, but if not, I at least have the honour of representing the regiment and you can rely upon me.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

EXPLOSION ON CHINA-BOUND STEAMER.

Big Cargo Lost.

LONDON, May 6.
The Danish steamer *Cachay*, bound from Copenhagen for China, with a general cargo of 5,000 tons, was sunk by an explosion in the Channel. Blue-jackets landed the crew and passengers at Ramsgate.

AUSTRALIA SHORT OF SUGAR.

LONDON, May 7.
It is reported from Sydney that the Premier has stated that the sugar stocks at Sydney and Melbourne will probably be exhausted at the end of July and then it will be necessary to import sugar from Java. The shortage is due to the drought.

SUSPECTED AS A REBEL.

Hong Kong, a suspected rebel, supposed to be in league with Dr. Sun Yat Sen, was before Mr. Wood on extradition proceedings at the Magistracy this morning and remanded until Monday at 10 o'clock.

Hong, who is being defended by Mr. G. K. Hall Brutton's office, is alleged to have been connected with murders and outrages at Weichow in the Kwangtung Province.
The Crown Solicitor (Mr. P. M. Hodgson) will make the application.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut-Col. A. Chapman, T.D.

WORKING COMMITTEE, S. J. 13.
Members of the Corps attending the Concert will wear khaki drill (jackets and trousers.)

PARADES.

Parades for Monday, 10th inst.:
6.00 a.m. and 8.00 a.m. Right Section M. G. Co. Drill at Headquarters.
5.30 p.m. Signalling Section—Machinery Instruction at Headquarters. Corp. Grimes, R. E., will attend.

SIGNALLING SECTION.

Until further orders the Signalling Section will parade at Volunteer Headquarters on Mondays and Fridays at 5.30 p.m. for Machinery Instruction and on Wednesdays and Saturdays at 7 a.m. at Volunteer Headquarters for Signalling Instruction.

THE VOLUNTEERS SMOKING CONCERT.

The following is the programme to be submitted at the Hongkong Volunteer Corps' Promenade Concert, which is to be held at Headquarters, Garden Road, to-night commencing at 8 p.m.:—

Piano, Mr. G. Grimbie.
Song, Selected, Pte. F. W. Goldring.
Humorous Song, Selected, Mr. W. A. Hannibal.
Quartet, Selected, Pte. Allan, Corp. Brown, Pte. Gray and Corp. Smith.
At the Piano, Mr. R. Sutherland.
Song, The Little Irish Girl, L. Corp. R. Brown.
Humorous Song, Selected, Pte. G. W. C. Burnett.

INTERVAL.

Quartet, Selected, Pte. Allan, Corp. Brown, Pte. Gray and Corp. Smith.
Recitation, Selected, Pte. J. M. Walker.
Song, There's a Land (by request) Pte. C. Edgcombe.
Humorous Song, Selected, (Gunner H. Elph).
Song, King Charles, Pte. H. L. Jones.
Humorous Song, Selected, Pte. G. W. C. Burnett.
Song, My love is Come, Pte. P. W. Goldring.
Humorous Song, Selected, Mr. W. A. Hannibal.
Accompanist, Mr. Geo. Grimbie, Capt. Lammert and Pte. E. J. Chapman.

NEW BRITISH SUBMARINES.

The British Admiralty has just commissioned a new type of submarine, which is to be known as the "W" class. There are four of these vessels, and they have been designed and built at Armstrong's works since the war began. The latest vessel to be sent to sea is the "W3," but it would appear to have been in commission for some time, and it is not quite clear whether there are eight or four of the type altogether. The new class is for some reason styled by the English papers "Kystisches Secret Submarine," but, excepting for the fact that they have been built and designed at Harlow, and that no details have been made public, there is not much mystery about them. Another new type of underwater craft, known as the "S" class, with a speed of 13 knots on the water, has been built and designed at Scott's yard at Greenock and has been in commission for about a year, but as all submarines take a good deal of "knowing" before they take an active part in warfare we have never heard of any of their adventures as yet. The two big submarines of the "Swordfish" type are now attached to Sir John Jellicoe's flagship, the Iron Duke.

FOR A LANE BACK.

WHEN you have pains or lameness in the back, the backache, the pain with Chamberlain's Pain-Expeller is a day, meaning with the palm of the hand for five minutes. At each application, then, dampen a piece of flannel slightly with this ointment and bind it on over the seat of pain. For sale by all Chemists and Storekeepers.

BY TELEGRAPH.

CHINA AND JAPAN.

THE ULTIMATUM PRESENTED.

THE PRESENT POSITION.

(From Our Own Correspondent.)

SHANGHAI, May 8, 11.55 a.m.
The ultimatum presented at three o'clock yesterday is a lengthy document.
It makes some concessions.
A reply is due by 6 p.m. on the 9th inst.
It is believed that China will accept the terms.
The American and the Allied countries' ministers have agreed to mediate.
It is understood that a tentative arrangement will be made, and that Group five will be deferred for future negotiation.
China will accept the other demands made by Japan, and later will retrocede Kiaochow under certain conditions.

ULTIMATUM TO BE PRESENTED YESTERDAY.

(From Our Own Correspondent.)

SHANGHAI, May 7.
Japan's ultimatum to China is to be delivered at three o'clock to-day unless China previously accepts the revised demands.
It is understood that China will yield under protest.
Japan has declared martial law in Kwantung Peninsula and over the South Manchurian Railway area.
Two divisions of her troops are ready to leave.
Depression is felt here, but it is not believed that war will result.

(Wah Tze Yat Po's Service.)

PEKING, Nov. 7.

It is reported that Japan will present an ultimatum this afternoon to China, unless she fully complies with the demands.

OFFICIAL'S TOUR OF JAPAN POSTPONED.

The Government has telegraphed to Tuan, the Governor of Hupoh, to postpone his tour of inspection in Japan.

Malthoid Roofing

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CHINA 10200 tons **NILE** 11000 tons
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"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S. PERSIASailing	TUESDAY,	18th May, Noon.
S.S. KOREA	WEDNESDAY,	26th May, 1 p.m.
S.S. SIBERIA	THURSDAY,	1st June, 1 p.m.
S.S. CHINA	THURSDAY,	15th June, Noon.

These steamers are famous for their modern appliances, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous chef. Large saloons, equipped with electric lights and running water. Berths equipped with electric reading lamps. Numerous restaurants—each with swimming tank, Turkish bath, billiard room, etc.—and a full menu throughout the trip.

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CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION			TO LAKE
FOR	STAMENS	CRANES	
SHANGHAI	CHANGS	May 9, Daylight
PAKHOT & RAIPHONG	KALONG	May 10, at 11 a.m.
MANILA, CEBU & HOKO	CHINWA	May 11, at 4 p.m.
SHANGHAI	ANHU	May 11, at 4 p.m.
SHANGHAI	LANGCHOW	May 13, at 4 p.m.
SHANGHAI	KASCHOW	May 16, Daylight
SHANGHAI	TAMING	May 18, at 4 p.m.
SHANGHAI	LOCHOW	May 18, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'HANUL'.

"MANILA LINE Twin Screw Steamers "Chincha," "Taming," & "Tea".
 Excellent Saloon accommodation, amidships. Electric Fans fitted. Extra state-rooms
 on deck, aft on "Taming" and "Tea".

"SHANGHAI LINE." The Twin Screw Steamers "Anhui" and "Cheusan"
 and the S.S. "Kaschow," "Langchow," and "Yingchow," having excellent
 accommodation with Electric Light throughout and Electric Fans in the State-rooms
 and Dining Saloons, maintain a fast schedule service between Canton, Hongkong and
 Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and
 Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern
 China Ports.

These Steamers send passengers in Shanghai, avoiding the inconvenience of trans-
 shipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
 AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

For	Ship	To SAIL
TIENSIEN via WEIHAIWU	CHING	WEDNESDAY, May 12, Daylight.
HONGHOW & HAIPHONG	YANG	WEDNESDAY, May 12, at 8 a.m.
SINGAPORE, PENANG & KUALA LUMPUR	YUENSANG	WEDNESDAY, May 12, at 3 p.m.
HAIPHONG	TAISANG	SATURDAY, May 15, Daylight.
SINGAPORE, PENANG & KUALA LUMPUR	HINSANG	SATURDAY, May 15, at Noon.
SINGAPORE, PENANG & KUALA LUMPUR	YUENSANG	SATURDAY, May 15, at 3 p.m.
SINGAPORE, PENANG & KUALA LUMPUR	YUENSANG	THURSDAY, May 20, at 3 p.m.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE

THE Co.'s S.S. Yachting & Nanning
having arrived from the above Ports.
Consignees of cargo are hereby informed
that their goods will be delivered from
alongside.

No Fire Insurance will be effected.
Bills of Lading will be countersigned

JARDINE, MATHESON & Co., Ltd.
General Managers.
Hongkong, May 3, 1915.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG & RANGOON

Steamers are despatched EASTWARD and WESTWARD at regular intervals
taking Passengers and Cargo at Current Rates.

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THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.
'SHIRE' LINE SERVICE—HOMEWARD.

For	Steamer.	Date of Departure.
LONDON.....	'MONMOUTHSHIRE'.....	5th June.

TRANS-PACIFIC SERVICE.
VANCOUVER SEATTLE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, Seattle, Tacoma, TACOMA & PORTLAND.

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APCAR LINE.
REGULAR SERVICE BETWEEN
**CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.**

EASTWARD.

WESTWARD.

S.S. **BANGOLA**, 5,182 tons, Capt. Milne, R.N.R. will be despatched for
SINGAPORE, PENANG & CALCUTTA on 14th May.

The above Steamers have excellent saloon accommodation for passengers and are
fitted with all modern conveniences and carry a duly qualified surgeon.

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THE AMERICAN LINE TO TACOMA
AND SEATTLE

 In connection with **THE CHICAGO MILWAUKEE & ST. PAUL, RAILWAY**

For **VICTORIA B.C. and TACOMA via SHANGHAI, NAGASAKI, KOBE, YOKOKACHI and YOKOHAMA.**

S.S. 'SEATTLE MARU' Capt. T. Saito. Friday, 14th May at 3 p.m.
S.S. 'MEXICO MARU' Capt. N. Kobayashi. Monday, 31st May at 8 p.m.

These Newly-Built Steamers of American Line have fast speed and are fitted with the Wireless Apparatus. Best adapted routes for carrying **IMM. Passengers and Parcels.**

For **BOMBAY via SINGAPORE and COLOMBO.**

S.S. 'INARO MARU' Monday, 10th May, at 7 a.m.

For **TAMSOI and KEILUNG via SWATOW and AMOY.**

S.S. 'KAISO MARU' Capt. Y. Yamamoto.
S.S. 'DALIN MARU' Capt. E. Murakami.

For **AMING and TAROW via SWATOW and AMOY.**

S.S. 'SOSEU MARU' Capt. A. Kobayashi.

FOR HAIPHONG (DIRECT).

S.S. DAIGI MARU Captain, S. Tokunishi,
S.S. KEIJO MARU Captain Imatsumi,

These Steamers of Coast and Foreign Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Soon Yip Wharf near the Harbour Office.

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Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN MAIL TO AUSTRALIA, via MANILA, SERVICE

MAIL SCHEDULE (SUBJECT TO MODIFICATION)		
STEAMERS	ASRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN.....	1st May.	15th May, at 10 a.m.
ALDENHAM.....	14th May.	28th May, at 10 a.m.
ST. ALBANS.....	24th June.	42nd June, at 10 a.m.
EMPIRE.....		17th July, at 10 a.m.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to **SOUTH AFRICAN PORTS**
with transhipment at **CALCUTTA**, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND **AFRICAN LINE.**
Proposed sailings from Hongkong.

Steamer from Hongkong.	On or about	Connecting at Calcutta with	on or about
TOOK SANG.	12th May	A Natal Line Steamer	Beginning "June.
SANGOLA	14th May		
HUMSANG	20th May		

For Freight and further particulars apply to
THE MESSAGER & CO. LTD. Agents.

HONGKONG—NEW YORK.

REGULAR SAILINGS *via* **PORTS AND SUEZ CANAL.**
(With liberty to call at the *Bahar Coast*).

FOR NEW YORK *via* **PANAMA CANAL.**

6.8. **MIDDLEHAM CASTLE** about end of May

FOR NEW YORK *via* **SUEZ CANAL.**

6.8. **SAINT RONALD** about early in July

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THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL & S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

		Sails on or about
S.S. RYUJIN MARU, For Moji & Kobe	...	13th May
S.S. BOREO MARU, For Tsuru, Cheribon, Samarang, Sourabaya	...	15th May
S.S. BOREO MARU, For Tsuru & Balikpapan	...	15th May
S.S. HOKUTO MARU, For Batavia, Cheribon, Samarang, Sourabaya,	...	9th June
Macassar & Balikpapan	...	12th June
S.S. RAIKYU MARU, For Moji, Kobe & Yokohama	...	12th June
S.S. RYUJIN MARU, For Batavia, Cheribon, Samarang, Sourabaya,	...	2nd July
Macassar & Balikpapan	...	

For Freight or Passage apply to
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TOYO KISEN KAISHA

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.
Sailing from Hongkong—Subject to change without notice.
Steamer. Displacement Tons & Speed. Leave Hongkong.

SHINYO MARU	22,000-21 knots	Tues., 11th May at Noon.
CHIYO MARU	22,000-21 knots	Tues., 8th June at Noon.
TENYO MARU	22,000-21 knots	Tues., 29th June at Noon.
• NIIPPON MARU	11,000-18 knots	Tues., 13th July at 10.30 a.m.

• Via MANILA, Omitting Shanghai.

First Class to London	£ 271.10.	Return (5 months)	£120.
" " " New York	£ 80.	"	£96.10.
" " " San Francisco	£ 45.	"	£ 85.

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via Japan Ports, Honolulu, Hilo, Los Angeles, Madras, Sallina Cruz, Panama, Callao, Iquique, and Valparaiso. Thence by Trans Andean Route to Buenos Aires, etc.

Steamer, Displacement Tons & Speed, Sailing.

SEIYO MARU 14,000-15 knots Wednesday, 12th May.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—S. BERT
TO ALBATROSS.

DESTINATION.	STEAMERS.	Displacement.	SAILING DATE.
MARSEILLES & LONDON			
VIA SINGAPORE,	MIYASAKI MARU,	THURSDAY, 13	
MALACCA, PENANG,	Capt. Teranaka, Tons 16,000,	May, at Noos.	
COLOMBO, SUEZ and	KITANO MARU,	THURSDAY, 20	
PORT SAID	Capt. F. E. Cope, Tons 16,000,	May at Noos.	
VICTORIA B.C. & SET-	AWA MARU,	TUESDAY, 18	
TEL. VIA KREKING,	Capt. Hori, Tons 12,500,	May at 4 p.m.	
SHANGHAI, MOJI, KOBE,	SHIDZUOKA MARU,	THURSDAY, 27	
YOKOHAMA & YOKO-	Capt. ———, Tons 12,500,	May at Noos.	
HAMA	HITACHI MARU,	TUESDAY, 18	
SYDNEY and MELBOURNE,	Capt. Tomimasa, Tons 13,500,	May at 11 a.m.	
Via MANILA, THURSDAY	TANGO MARU,	TUESDAY, 18	
DAY ISLAND, THURSDAY	Capt. K. Soyeda, Tons 13,500,	June at 4 p.m.	
VILLE and BIRMINGHAM	KANAGAWA MARU,	THURSDAY, 27	
BOMBAY via SINGAPORE,	Capt. Higao, Tons 12,500,	May.	
MALACCA and COLOMBO	COLOMBO MARU,	SATURDAY, 13	
CALCUTTA via SINGAPORE,	Capt. Sakamoto, Tons 8,000,	May.	
PENANG & RANGOON.	TANGO MARU,	SATURDAY, 13	
NAGASAKI, KOBE &	Capt. K. Soyeda, Tons 13,500,	May at 10 a.m.	
YOKOHAMA	HIRANO MARU,	TUESDAY, 1	
SHANGHAI, KOBE &	Capt. Fraser, Tons 16,000,	May at 4 p.m.	
YOKOHAMA	TOSA MARU,	FRIDAY, 1	
SHANGHAI, KOBE &	Capt. Takano, Tons 12,000,	May.	
YOKOHAMA	RANGOON MARU,	THURSDAY, 1	
SHANGHAI, MOJI & KOBE	Capt. Nomura, Tons 8,000,	May.	

Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.		
Shoamara.	Displacement.	Leave Hongkong.
MIYASAKI MARU	16,000 tons	Thursday, 13th May.
KIYANO MARU	16,000 tons	Monday, 20th May.
FUSHIMI MARU	25,000 tons	Thursday, 3rd June.
HIRANO MARU	16,000 tons	Thursday, 17th June.
KATSEI MARU	2,000 tons	Thursday, 1st July.
KAMO MARU	16,000 tons	Thursday, 15th July.

FOR AMERICA.		
AWA MARU	12,500 tons	Tuesday, 18th May.
SHIZUOKA MARU	12,500 tons	Thursday, 27th May.
AKI MARU	12,500 tons	Tuesday, 15th June.
TANBA MARU	12,500 tons	Tuesday, 29th June.

YOKOHAMA

YOKOHAMA Manager.

FOR AMERICA

PRICE 20 cents

